



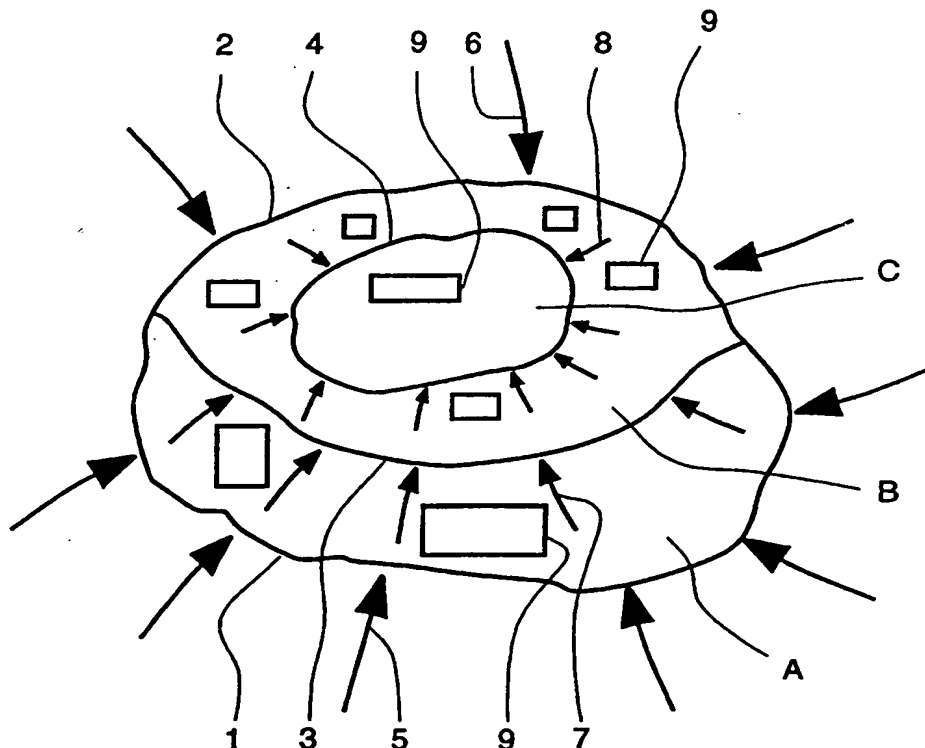
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(54) Title: A METHOD AND A SYSTEM FOR REGISTERING VEHICLE FEES

(57) Abstract

A method and system for registering vehicle fees by means of radio communication between stationary toll collection facilities in a toll border (1, 2) of a main zone and communication equipments in passing vehicles when making predetermined checking operations such as for securing the authority of the vehicle equipment. Within the main zone a number of radio transmitters are arranged, which transmit data carrying signals relating to additional fees related to passing the respective transmitter. When passing in, the toll collection facilities carry out an introductory part of the checking operations and activate the vehicle equipment to register signals from the transmitters when passing them. When passing out, the registering operation is terminated including the checking operations, then summing up the registered fees and debiting the total fee. Thereby the main zone can be divided into a number of inner zones (A, B, C, 9) so that the total fee is made to be dependent on the inner zones into which the vehicle is driven and without the need for complete toll collection facilities for bidirectional communication within the main zone.



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TITLE

A METHOD AND A SYSTEM FOR REGISTERING VEHICLE FEES

TECHNICAL FIELD

5 The method and the system are intended for registering such vehicle fees as tolls for passing roads and bridges and for staying including parking vehicles inside toll areas such as city cores, so that the fees can be debited or preferably deducted from an amount stored in a pre-paid card.

STATE OF THE ART

10 It occurs that in toll collection facilities fees are collected for passing motor highways, bridges, tunnels and other vehicle transport passages having high construction costs. Thereby an economic contribution to construction and maintenance costs is obtained. First, the toll was manually
15 collected in toll booths which the vehicles must pass. Then also paying cards and gates were introduced which were temporarily opened by presenting such a card. The latest development includes that in the toll gate an installation is provided for non-contact reading of identification units on
20 passing vehicles, so that vehicles do not have to stop. Then usually, for the communication a microwave transceiver is used in the stationary unit and transponders in the vehicles. Then the method described in US-A-4,739,328 (Koelle et al.) may be used. For registering the fee an
25 identity obtained from the vehicle unit is accessed what makes a debiting of the cost possible. A still more rational system is obtained in the case where the stationary unit activates registering the fee in the vehicle unit, so that the fee can be deducted from amount stored in a
30 pre-paid card, a so-called Smart Card, with which the vehicle unit can be provided.

It also occurs that it is desired to provide heavily trafficked areas such as city cores with entrance toll collec-

tion facilities. In such cases the possibility of obtaining revenues is not the primary object but the most important object generally is that thereby a means is obtained of restricting the traffic in such areas by reducing "unnecessary driving" and a major reason for transferring from personal transports by private cars to public transportation services is produced. In the development of the method comprising non-contact registering of passing vehicles the interest of installing this kind of zone toll facilities has increased.

Within zones in which entrance control using fees is of interest, in addition to the problem related to dense traffic, generally also parking problems exist. It is known since a long time to control parking by means of charges which are most often paid by means of automatic parking meters. Beside control of in particular long-time parking at locations placed remotely from the most frequented streets and places some economic contribution is obtained to the installation and maintenance of the parking lots.

However, the system comprising parking meters has many disadvantages. Thus, they require a lot of staff for supervising; in order that the paying morality will be maintained and in order that the control will be efficient, each vehicle must at some intervals be checked by patrolling supervisors. Installation and maintenance as well as service of and collecting money from automatic meters have considerable costs and the parking meters often give an ugly impression in the general look of a town and in addition makes cleaning of the streets difficult. To a user they are uncomfortable to the extent that he often is uncertain of the length of the time period for which the necessary prepayment is to be made. A too late return to the vehicle results in a risk for parking fines and paying for a longer time than planned to use mostly results in un-

necessary costs. An system alternative to parking meters includes areas or parking houses having pay desks at the exits, at which one pays for the time between entrance and exit, what in some aspects is a more versatile system. However, it can only be used to a limited extent in built-up areas, in which it mostly is necessary to arrange possibilities for parking along streets and on isolated, smaller parking lots.

The present invention is particularly directed to providing a rational system for collecting traffic fees within built-up areas, in particular areas in the centre of towns or cities. These traffic fees can, according to what has been indicated above, constitute both entrance fees which are registered for a vehicle passing the border to a toll zone and parking charges which are collected when placing a vehicle at an indicated car parking area, the charges mostly being dependent on time.

Often an area in the inner portion of a town, for which it is desired to collect a toll, when entering this portion, can be divided into areas in which the need for and the desire of restricting the vehicle traffic is greater or smaller. The reasons thereof can be several such as a larger or smaller trafficability, a larger or smaller available number of car parks or a grading of the desire of limiting disturbances from vehicle traffic, such as in areas having walkways. These circumstances result in that there is a need for dividing a toll zone for a built-up region into several subzones. A typical example can be that, starting from a city core, in which the need for and the desire of restricting the vehicle traffic is largest, ring zones are provided, in which the need for reducing the traffic becomes smaller the longer the distance is from the core and at the same time the traffic in such outer zones cannot be too much restricted since they often need to be

used for the traffic service of the core and the inner zones and for vehicles passing between areas outside the borders of the main zone. If tolls are used as a control means for restricting the traffic, it is natural for such areas, where the desire of restricting the traffic is graded, to obtain the control by taking higher tolls within areas in which the need for restricting the traffic is largest and a smaller fee for subzones such as peripheral zones. Collecting some kind of average fee, like in existing systems, for entrance over an outer zone border has appeared to be little efficient and also evokes a large resistance from the road-users. For influencing the traffic in a toll zone relatively high fees are required but if they would be collected for already entering the border zone, for example for passing through, vehicle traffic which is not desired to be restricted to the same extent, would be charged with unreasonably high fees.

It has therefore been proposed that the considered area would be divided into subzones used in the aspect of collecting fees, by arranging toll collection facilities for passing vehicles at each zone border. The person which is to pass into the city core will then pass a number of toll collection facilities and will then be registered for a new fee for each passage through a zone in a direction inwards towards the core. However, such a system would result in that a large number of toll collection facilities had to be arranged. Limiting the number by guiding the traffic flow along some traffic routes would result in that some streets and roads would be shut off, thereby making the trafficability difficult, which is very delicate in built-up areas and which are heavily trafficked. Since toll collection facilities take a relatively large place and influences the general look of a town this provides another reason of restricting the number of toll collection stations and thus also of toll borders. Thereby the traffic control function

will be reduced in order to make the installations reasonable.

DESCRIPTION OF THE INVENTION

The invention relates to a method and a system for collecting traffic fees, primarily both tolls and parking charges, by means of remote communication as has been described in the introductory part, which system makes a division of a main zone into subzones possible for allowing differentiated fees. The system then allows that the technical installations for such a system will be to a high extent restricted compared to the aforementioned proposed system having a number of toll collection stations for successively passing towards an inner town area. By the fact that the installations will not in the same way as toll collecting facilities be burdening to the town environment and at the same time the installation costs will be considerably smaller, one can let the differentiation of fees and division into subzones be completely determined by the need for traffic control for relieving the pressure on the most delicate traffic areas.

BRIEF DESCRIPTION OF THE DRAWING

On the accompanying drawing a figure is shown which forms a typographical survey of a toll area which is divided into subzones.

25 PREFERRED EMBODIMENT

According to the figure a town area is surrounded by a toll border which has a portion 1, outwards, towards a toll-free area, and which defines a peripheral zone A, and a portion 2, which outwards limits an exterior zone B, which is also connected to the peripheral zone A at a border 3. Inside 30 the exterior zone B an interior zone C is arranged having a border 4 around it. The border zone A has traffic routes having relatively large capacities. It is needed both for

passing into the interior zones and for passing between exterior areas on the two sides of this zone, so that a not too long detour around it has to be taken by traffic passing through. It is not desired that the exterior zone B is to be used for other vehicles passing through than for vehicles passing between zones A and C. However, the need for restricting the traffic in the subzones A and B is not as large in relation to the need in the zone C, in which it is desired to avoid disturbances from the traffic as much as possible and in which the trafficability is restricted, as is often the case in a city core.

The boxes 9 in the figure schematically indicate car parking areas. As appears from the distribution and the sizes the supply of parking lots is largest in zone A and less in zone B and highly restricted in zone C. In a built-up area, as is assumed for the zone C, actually there usually is not so large space available for car parks, and in addition it is desired to restrict the car park areas, in order to reduce the traffic into the zone. However, in a peripheral zone like the zone A there is usually larger possibilities of arranging car parks and in the case where these possibilities are limited in the interior areas there is also a larger need in neighbouring outer areas, so that the accessibility of the interior zones is not too much restricted by long transport distances, for which vehicles can be used only to a limited extent. Compared to the peripheral zone A the exterior zone has a limited parking space which however is not as limited as in the interior zone C. Outside the toll area it is in addition suitable to arrange so-called entrance parking lots and it is then assumed that good public transportation facilities therefrom into the interior zones is provided.

Entrance roads to the zones, which are assumed to also be exit roads, are indicated by the arrows 5 for zone A and

for zone B by the arrows 6, in respect of traffic from the outer region and 7 for traffic between zone A and B and roads 8 for traffic between, from and to the zones B and Z. Then it appears, that the entrance roads to zone A have a relatively restricted number but they are presupposed to correspond to traffic routes having relatively high capacities. The entrance roads to zone B partly arrive from the outer area, see the arrows 6, and partly from zone A, see the arrows 7. Thus, it is presupposed herein, that the toll area can be reached both through zone A and through a direct entrance into zone B. This is only an example of the way in which zones can be arranged. Here it is presupposed that the zone A is adjacent to a more traffic intensive outer area than zone B. Like the entrance roads 5 the entrance roads 6 exist in a restricted number. In contrast the entrance roads 7 from zone A to zone B as well as the entrance roads 8 from zone B to zone C are plural. The system according to the invention allows for these inner traffic routes, as will be demonstrated, so simple arrangements that for construction reasons the existing traffic routes have not to be restricted to any significant extent. One can therefore schematically say that the entrance roads 7 and 8 can substantially be equal to all of the used streets and roads before introducing the toll collecting system. Thus, the system allows that no restriction of the trafficability in the inner area has to be made, this area being the most delicate as to restricting the traffic flow.

For controlling the traffic flow the intention is now that the lowest toll should be collected when passing into zone A from the outer area, thus through the roads 5. A higher fee is collected when directly passing through the roads 6 into zone B. When passing along the roads 7 from zone A to zone B an additional fee is collected. This can either be equal to or less or possibly larger than the difference between the tolls for passing into zone A and zone B res-

pectively. If a lower total fee is collected when passing into zone B through zone A than when directly passing into zone B the entrance roads 6 will be relieved if the entrance fee to zone A together with the additional fee is higher than the entrance fee through the roads 6. For passing into zone C along the roads 8 then a further additional fee is registered. By differentiating the tolls and the additional fees thus large possibilities are obtained of controlling the traffic using the fees and of providing a reasonable charge for traffic for which a restriction to a too high extent is not desired.

The mentioned system which is here presupposed for remotely registering traffic fees by means of radio communication requires a relatively complicated operation using devices for transmitting and receiving radio waves, preferably microwaves, in both the toll collection station and in the vehicle. As has been mentioned, the equipment in the vehicle for radio communication is most preferably designed as a transponder, which can receive signals from the stationary transmitter and retransmit them as a response message by modulating the received signal. In order that a payment operation will be made including full security encryption procedures are used when exchanging successive messages. The final result will be, as has been mentioned, that the fee either is debited a special account or is reduced from a balance of "electronic money" stored in the vehicle equipment, suitably by means of a so-called Smart Card. Such relatively complicated operations require large toll collection facilities, which have possibilities of communicating with central installations for accounting and other things. There may also exist a need for equipping them with sensing means for registering the vehicle class; the toll is actually often differentiated depending on the class of the vehicle, such as different fees being used for private cars and vehicles for transporting goods, etc. If

such toll collection stations are arranged at large traffic routes having several parallel lanes and without strongly restricting the velocity through the toll collection stations, such as can be the case for entrance roads from the outer area, in addition large installations are required for checking the vehicle path through the toll collection station and for capturing unauthorized passing vehicles, what results in that it can be necessary to arrange antennas, video cameras, and other equipment for recording the vehicle, its identity and appearance, over the roadway in a relatively large frame installation. Such toll collection stations are presupposed to be arranged at the entrance roads 5 and then also said larger installations for several traffic lanes and for a free traffic flow. Such toll collection facilities can also be required for the entrance roads 6 from the outer area and in any case toll collection facilities are required which make all said functions possible for securing the operation and classifying passing vehicles.

It is previously known how the security and the checking operations in a complete toll collection station can be arranged, see for example the patent US-A-4,303,904 (Chasek). Such devices and systems are also known from the Swedish patent 9303203-5 (Olsson) and other documents.

It has been observed in connection with the invention that such large operations do not have to be made when passing inwards through the toll borders 3 and 4 through the entrance roads 7 and 8. For such passages the security and classifying need is already fulfilled and the vehicle equipment is activated for additional communication.

According to the invention, at the entrance roads 7 and 8, inside the outer zone border having its complete toll collection facilities, simpler and very little space consuming

radio transmitter arrangements are provided. These transmitters are arranged for only transmitting signals, this being made periodically and frequently and the signals activating the vehicle equipment for registering an additional fee. Hereinafter, such transmitters are called additional transmitters. Such transmitters are also located at the entrance of the car parks for which charges are collected.

By means of the additional transmitters the toll valid for entering from the outer area can thus be upgraded using additional fees for passing into interior zones and for parking on parking places. Since the parking charge often is dependent on time the function is such that when entering a car parking area the vehicle equipment is activated to charge for each started time period a certain charge, according to a schedule of charges valid for the car park. After the parking operation, the vehicle driver by means of an operating means activates the vehicle equipment to debit the charge as programmed by the additional transmitter for each time period until the time measurement is stopped when driving the vehicle therefrom. Alternatively the charge per time period can be fixed and be added using a predetermined amount for each time period, the length of the time period being varied (as is the case for telephone charges, for which the period charge is fixed and the period length is instead determined according to a schedule of fees).

The sequence of events when passing from the outer area through the zones A and B and into the zone C and parking there and after that exiting to the outer area will be the following:

1. Entrance in zone A through some of the complete toll collection facilities at the roads 5. Then all security and checking operations are wirelessly made

between the toll facilities and the vehicle equipment. The toll is programmed into the vehicle equipment, however without being finally deducted from the balance of the equipment of "electronic money" and without being debited the account associated with the vehicle equipment respectively.

2. When passing the following borders of the subzones, in which only additional transmitters are arranged, the vehicle equipment is initiated by means of the periodically transmitted signals from the additional transmitter, to register as an additional operation supplementing the security and checking operations made in the original passing of a toll collection station, an additional fee, which applies to passing the considered toll border. This additional fee is not registered for a final deduction of a balance or a debiting of an account respectively.
3. When entering the parking lot again an additional transmitter is passed. It activates the parking function in the vehicle equipment in the indicated way, thus to debit, after a manual start of the time measurement equipment, according to the schedule of parking charges which has been communicated from the additional transmitter.
4. After parking and the manual activation of the time measurement made by the vehicle driver the time depending units of the parking fee wills start to be registered by the vehicle equipment, in the way which has been previously described, thus without a final reduction of a balance or debiting an account respectively.
5. The vehicle passes out from the toll zone and then passes one of the toll collection facilities along the

roads 5 or 6. In the toll collections facilities it is then registered that the original identification made when entering, according to the security and checking operations, is correct, whereupon the vehicle equipment is activated to communicate the recorded total vehicular fee, thus composed of the entrance fee, the additional fees for passing into subzones and the existing parking charges. A final operation results in that this total fee is registered and is deducted from a balance of "electronic money" or is debited the intended account.

The final registering of fees in the complete toll collection station when passing out from the toll area is advantageous by the fact that there a bi-directional communication can be made including required security routines for the registering operation. Since the additional transmitters are presupposed to be arranged for transmission only and the function thereby in the vehicle equipment only will be receiving, such a complete security procedure cannot be made there. However, it does not exclude, that the operation can be changed somewhat in relation to what has been described herein, so that for a smart card the reduction of the balance is made successively when additional fees are debited and that the operation in the toll collection station when passing out only includes a reporting of this reduction of the balance.

The described scheme presupposes that for passing out no fees are debited when passing toll borders between subzones but in contrast naturally parking charges when moving between different parking lots. It means that the additional transmitters must be arranged to only influence the vehicle equipment when passing in from a zone having a lower toll but not when passing out from it. It can be technically carried out, in the case where one has not com-

pletely different roadways for passing in and passing out, by detecting the driving direction by means of reflected radio waves, which are reflected against the vehicles. There are also other possibilities, which could be recognized by one skilled in the art.

However, one can instead of completely excluding the fee when passing out let it remain and then perhaps at a lower level than when passing in. The fact that one moves between the zones at some time intervals actually means, that one stays relatively long within the toll area, which could motivate further additional fees. A possible alternative is then that a time measurement device in the vehicle registers, beside the additional fee when passing in over a sub-zone border, also the identity of this border and then also registers the time of this passing so that when passing out an additional fee adapted in its magnitude to this staying time can be collected.

Totally there may exist a need for registering not only the passing in and the staying on a car park in order to collect charges but also the staying time in some, particularly trafficked zones such as city cores. However, then one must consider the fact that the staying time of some vehicles cannot partly be charged with any fees, i.e. such vehicles which have own garage or parking places. Such a system has been proposed in the Swedish patent 9303025-2 (Olsson) in which the time period when the vehicle is moving is debited in addition to the parking time.

The part of this description that refers to the figure indicates a strict division of the toll area in subzones having well defined borders. However, it is only an example which has been chosen for making the description of the system clear.

In an actual installation the system according to the invention makes it possible, as has been mentioned, that a large number of additional transmitters, beacons, are arranged. Thereby the fee system can have considerably much more facets than the concept of "division into subzones" appears to indicate. Thus the sum of the additional fees can be made dependent on not only the area into which the vehicle is driving but also on the road chosen. Thereby a possibility is created for controlling by means of fees in addition to the choice of destination also the choice of road.

Thus, the additional transmitters have only transmission equipment for the function as described, in order to be capable of debiting additional fees the deeper a vehicle is driven into a trafficked road system. Thus the additional transmitters constitute a kind of radio towers which in traffic context are usually called beacons. They can be arranged at some intervals along the traffic roads. The transmitters can transmit three signals to the transponder of the vehicle equipment: identity code, additional fee for driving into a zone and a schedule of parking charges. A basic fee specific for the vehicle and adapted to the vehicle class can be stored in each vehicle equipment and an additional transmitter then only transmits the proportion of the basic fee which is to be debited when passing the considered transmitter. Thus this allows dividing an area into subzones, both for driving and parking. The fees can also be adapted according to the time of the day, so that it will for example be cheaper to drive in the night or at times being less burdened with traffic.

The additional transmitters can also be supplemented with stationary transmitter-receiver equipment connected to some form of central system, for example existing FreePath-networks for public traffic and emergency vehicles, which

- equipment has units located at strategic points. They can be designed for reprogramming the vehicle equipment and "electronic money" can also possibly be transferred from an intended account for upgrading the available balance. It can also transmit some form of warning signal to the vehicle equipment if therein some error is detected in the communication. A system of the kind as described can be extended for servicing the public traffic. The system can automatically note the time when a public traffic vehicle passes a control point and report it to a central system, which registers the position and the movements of the traffic units. Emergency vehicles can be equipped with special vehicle equipments giving a free passage past traffic lights for emergency operations.
- 15 A check of the fact that the time measurement means for counting down the parking fee has actually been activated in a parking operation can be manually made by means of parking supervisors or alternatively by means of remote sensing using the transponder of the vehicle equipment.
- 20 Thus, the basic idea of the invention is that toll collection stations for complete security and checking operations are only arranged at the entrance roads in an outer border of a toll zone. For activating additional fees when moving within this toll zone as well as for other situations charged with fees, primarily for parking on car parks, is activated by means of simple radio transmitter units, "beacons", for monodirectional communication with passing vehicles. These additional transmitters can have a very simple form, substantially be only a pole or be carried by already existing structures such as lamp-posts or house walls for example. The system thus makes it possible to obtain a very complete traffic control by differentiated charging with fees using a very simple equipment that is little noticeable within the toll zone.
- 30

Claims

1. A method of registering vehicle fees by means of contactless communication, preferably by means of radio waves, between stationary toll collection facilities in a number of passing roads (3, 4) along a toll border (1, 2) to a main zone and communication equipment in the passing vehicles respectively, the toll collection facilities and the vehicle equipments being arranged to carry out successive communications resulting in a paying operation when making predetermined security and checking operations such as for securing the authority of the vehicle equipment in relation to the considered toll collection facilities and for a correct registering of the debiting of all the respective vehicle fee according to the payment operation, characterized in that within the main zone a plurality of transmitters are arranged such as radio transmitters, which are arranged to transmit signals carrying data, which can be captured by the respective vehicle equipment when passing the considered transmitter, the toll collection facilities in the toll border of the main zone being arranged to carry out an introductory part of said security and checking operations and to activate the vehicle unit to then register, when receiving signals from said transmitter, data in regard of additional fees related to a passage place, with which the considered transmitter is associated, and that in addition the toll collection facilities are arranged to terminate, when the respective vehicle passes out, the paying operation including the security and checking operations which have already partly been carried out, then summing up all of the data registered in the vehicle equipment related to fees and debiting the total fee being made, whereby the main zone can be divided into a number of inner zones (A, B, C, 9), so that a total fee is made dependent of the inner zones, into which the vehicle is driven and without a need for arranging complete toll col-

lection facilities for bidirectional communication within the main zone.

2. A method according to claim 1, characterized in that for the passing of the vehicle past one of said transmitters related to a considered inner zone (9) a signal is transmitted for starting a countdown in the vehicle equipment up to the time, when a signal is captured by the vehicle, the signal coming from another one of said transmitters for terminating the countdown of time when passing out from the considered zone, and to use, by means of the toll collection facilities, when passing out past the outer toll border (1) from the main zone, the length of the time period counted down for calculating and charging a time dependent additional fee.

3. A method according to claim 2, characterized in that the vehicle equipment is made to include means for sensing whether the vehicle is moving or stationary and to include means which stop said counting down of time during periods between the start and stop thereof, during which a stationary status is indicated by said first means.

4. A method according to claim 1, 2 or 3, characterized in that for calculating the additional fees data related to a unit of calculation adapted to the considered passage are transmitted and that in the vehicle equipment each such unit of calculation is combined with a unit of calculation determined for the type of vehicle thereby forming a value representing an additional fee adapted to the schedule of fees of the passed place and to the type of vehicle.

5. A method according to any of claims 1 - 4, characterized in that in vehicle equipments connected to a smart card, from the programmed money balance of which the actual vehicle fees are to be deducted, in the vehicle equipment

data are registered for fees successively collected and that these fees are summed up when passing out through one of the toll collection facilities at the passing roads (5, 6) over the outer toll border (1), the paying operation
5 being terminated by subtracting the total fee from the balance of the smart card.

6. A method according to any of claims 1 - 4, **characterized** in that for vehicle equipments connected to a smart card, from the programmed money balance of which the actual traffic fees are to be deducted, from the balance of the smart
10 card fees successively collected are deducted and that when passing out through one of the toll collection facilities from the main zone over the outer toll border (1), data associated with these operations are transferred to the
15 toll collection facilities and are checked according to established security and checking operations.

7. A system for carrying out the method according to any of claims 1 - 6, arranged for registering vehicle fees by means of contactless communication, preferably by means of
20 radio waves, between stationary toll collection facilities arranged in a number of passing roads (3, 4) along a toll border (1, 2) and a communication equipment in the respective passing vehicle, comprising that the toll collection facilities and the vehicle equipments are arranged to carry
25 out successive communications resulting in a paying operation and then making predetermined security and checking operations such as for securing the authority of the vehicle equipment in relation to the considered toll collection facilities and for registering the debiting of the
30 respective vehicle fee according to the paying operation, **characterized in** that within the main zone a plurality of transmitters such as radio transmitters are arranged, which are arranged to transmit signals carrying data, and that the vehicle equipments in their activated state are

arranged to capture the signal thereof, when passing the considered transmitter, the toll collection facilities in the toll border of the main zone being arranged to carry out an introductory part of said security and checking operations and to activate the vehicle unit to then register, when receiving signals from said transmitter, data in regard of additional fees related to a passage place, with which the considered transmitter is associated, and that in addition the toll collection facilities are arranged to terminate, when the respective vehicle passes out, the paying operation including the security and checking operations, which have already been partly carried out, by summing up all data recorded in the vehicle equipment in respect of fees and debiting the total fee.

8. A system according to claim 7, characterized in that the vehicle equipment is arranged to make a calculation of an additional fee by basing it on a unit of calculation received from one of said radio transmitters and related to the passing place at the transmitter and a unit of calculation relating to the class of the vehicle in a predetermined schedule of type classes.

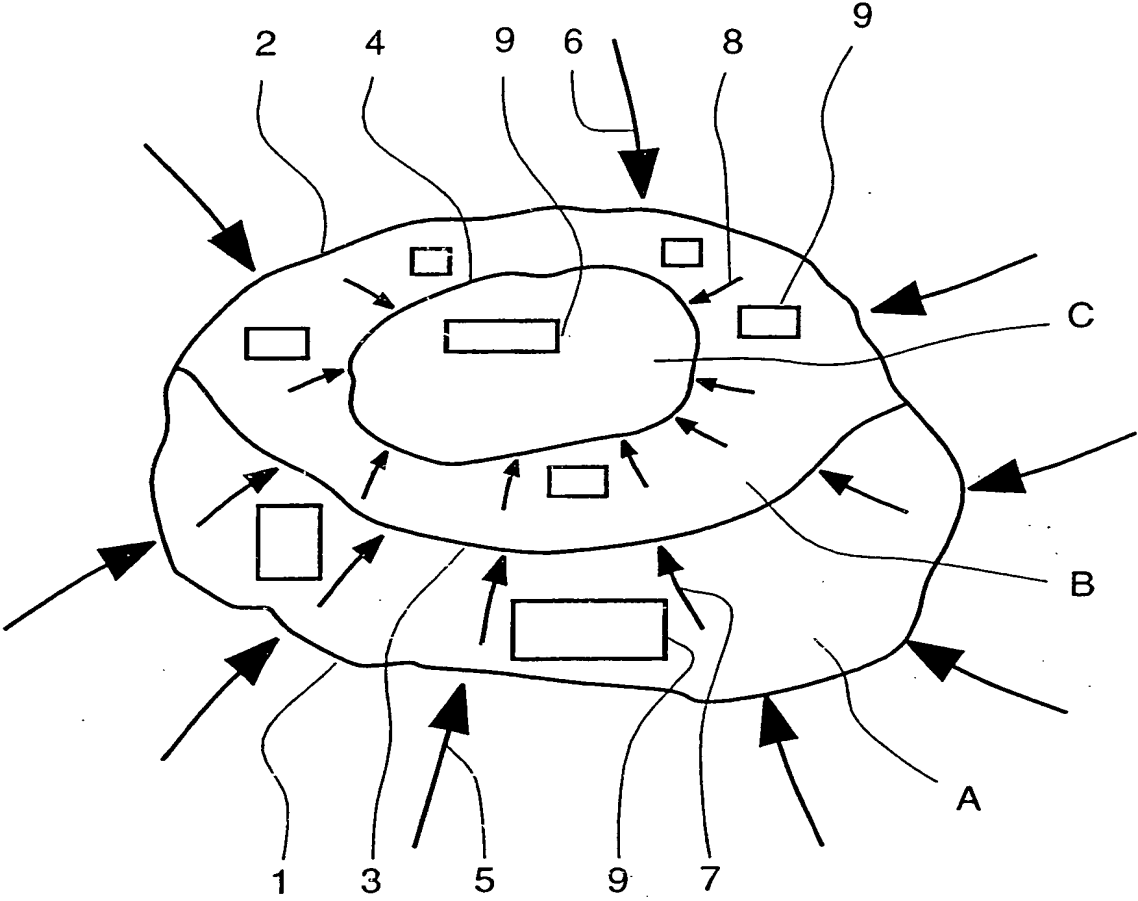
9. A system according to any of claims 7 or 8, characterized in that some areas, inner zones inside the toll border (1) of the main zone are arranged as car parks (9), which at entrance places are provided with transmitters for activating a parking function in the vehicle unit and at exit places transmitters are arranged for deactivating the parking function.

10. A system according to claim 9, characterized in that the parking function is dependent on time, the vehicle equipment being provided with time measurement means for counting down elapsed time after activating the parking function and until the deactivation thereof is made and

arranged to register the corresponding additional fee,
which has been calculated using a unit of calculation asso-
ciated with the considered parking place and a unit of cal-
culation related to the time counted down, preferably also
5 a unit of calculation relating to the class of the vehicle.

11. A system according to any of claims 7 - 10 and arranged
for a main zone divided into inner zones (A, B, C) having
driving roads, **characterized in** that in places (7, 8) for
passing into a considered inner zone or considered inner
10 zones said transmitters are arranged to activate a timing
function and at passing places for driving out from the
considered zone or zones transmitters are arranged to
deactivate the timing function, the additional fee being
calculated using a unit of calculation related to the sche-
15 dule of fees for the considered zone and a unit of calcula-
tion related to the staying time in the zone, and preferab-
ly also a unit of calculation related to the class of the
vehicle.

12. A system according to claim 11, **characterized in** that
20 the vehicle equipment is provided with means sensing the
movement of the vehicle and arranged so that said counting
down of the staying time in the zone is activated only dur-
ing the time during which it is sensed by the sensing means
that the vehicle is moving.



INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 97/01692

A. CLASSIFICATION OF SUBJECT MATTER

IPC6: G07B 15/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC6: G07B, G07C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

SE,DK,FI,NO classes as above

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

WPI

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	WO 9427256 A1 (SIEMENS AKTIENGESELLSCHAFT), 24 November 1994 (24.11.94), see the whole document --	1-12
A	DE 4410450 A1 (IAV GMBH INGENIEURGESELLSCHAFT AUTO UND VERKEHR), 28 Sept 1995 (28.09.95), figure 1, abstract --	1-12
A	DE 4426292 A1 (IAV GMBH INGENIEURGESELLSCHAFT AUTO UND VERKEHR), 8 February 1996 (08.02.96), figure 1, abstract --	1-12

☒ Further documents are listed in the continuation of Box C.

☒ See patent family annex.

* Special categories of cited documents:

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier document but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance: the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

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"&" document member of the same patent family

Date of the actual completion of the international search

6 March 1998

Date of mailing of the international search report

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INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 97/01692

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	<p>GB 2248957 A (EASAMS LIMITED), 22 April 1992 (22.04.92), see the whole document</p> <p style="text-align: center;">-- -----</p>	1-12

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INTERNATIONAL SEARCH REPORT

Information on patent family members

03/02/98

International application No.

PCT/SE 97/01692

Patent document cited in search report			Publication date	Patent family member(s)	Publication date
WO	9427256	A1	24/11/94	NONE	
DE	4410450	A1	28/09/95	DE 4422418 A DE 4426292 A	22/02/96 08/02/96
DE	4426292	A1	08/02/96	DE 4410450 A DE 4422418 A	28/09/95 22/02/96
GB	2248957	A	22/04/92	NONE	

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